(3) Residents will know which streets will be developed as major thoroughfares and can make an informed decision when choosing a home.

(4) City officials will know when improvements will be needed and can schedule funds accordingly.

Efficiency
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The improvement of the efficiency of existing facilities can be achieved through the improving of the **system** and **operational efficiency** of thoroughfares.

System efficiency can reduce travel distances, time, and cost. Improvements in system efficiency can be achieved through the concept of functional classification of streets and development of a coordinated major street system.

Functional Classification - Streets perform two primary functions - they provide **traffic service** and **land service.** These two functions are incompatible. The conflict is not serious if both traffic and land service demands are low, but when traffic volumes are high, conflicts created by intense land service demand result in **congestion.** The thoroughfare plan provides a functional system of streets which permits travel with directness, ease, and safety. Different streets in the system are designed to perform specific functions thus minimizing the traffic and land service conflict. Figure 2 illustrates the relationship between traffic service and land service. Streets can be categorized as: local access streets, minor thoroughfares or major thoroughfares.

Local Access Streets provide access to abutting property. They are not intended to carry heavy volumes of traffic and should be located such that only traffic with origins or destinations on the streets be served. **Their function is to provide access.** Depending upon the type of land use that they serve, local access streets may be further classified as residential, commercial, and/or industrial.

Minor Thoroughfares are important streets in the city system. They collect traffic from local access streets and carry it to the major thoroughfare system. They may, sometimes, supplement the major thoroughfare system by aiding minor through movements. A third function that may be performed is that of providing access to abutting property. They should be designed to serve limited areas so that their development as major thoroughfares will be prevented.

Major Thoroughfares are the primary traffic arteries of the city. Their function is to move intra-city and inter-city traffic. Streets that comprise the major thoroughfare system should not serve abutting property. **Their major function is to carry traffic.** Major thoroughfares may range from two lane streets to expressways with six or more traffic lanes. As a rule, parking should not be permitted on major thoroughfares.

Operational Efficiency increases the capability of the street to carry vehicular traffic and people. In terms of vehicular traffic, a street's **capacity** is defined as "the maximum number of